Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

This application is available on the King County Web site at
http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.aspx

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****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR –0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 2009.**

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION	
1	**Project title:** Novelty Hill Road - Phase One NE Novelty Hill Road at 196th Ave. NE to 196th Ave. NE at NE Union Hill Road For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	**Destination 2030 ID#:** 454 In order to be eligible for federal funding, a project must be in, or consistent with, *Destination 2030,* the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in *Destination 2030*, refer to Appendix 9 of *Destination 2030* at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.
3	a. **Sponsoring agency:** King County Road Services Division b. Co-sponsor(s) if applicable: **Important:** For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded. c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? ☒ Yes ☐ No d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf
4	**Project contact person:** Susan Oxholm Address: 201 S. Jackson Street, Ste. 300 Seattle, WA 98104 Phone: (206) 296-1984 Fax:(206) 206-0566 E-Mail: Susan.Oxholm@kingcounty.gov

5 **Project description.** Please distinguish between the scope of the project and the justification and/or need for the project.

a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

This grant will help fund construction of the first of two phases of the Novelty Hill Road Project. In this, the largest phase, an alternative access route will be created to access SR 520 from the Urban Planned Developments, eastern King County and Snohomish County. To do this, a missing link which will connect Novelty Hill Road with Union Hill Road, will be built. Currently, 196th Avenue NE dead ends but this project will build additional roadway so that it continues through to Novelty Hill Road. A new roundabout will be constructed at this intersection to direct traffic onto the newly built section of 196th Ave NE. From there travelers can turn on Union Hill Road and then use the "fly over" ramp onto SR520. These improvements will divert traffic from the bottleneck where Novelty Hill meets Avondale Road and the congestion that persists from there onto SR 520.

Other elements of this phase of the project include the construction of a second roundabout where 196th Avenue NE meets Union Hill Road which will improve traffic safety and maintain traffic flow. Mitigatation includes stream and wetland restorations, the construction of a new bridge where Union Hill Road crosses Evans Creek that will allow for a pedestrian/equestrian underpass and the installation of fish friendly culverts. Low impact development techniques to minimize the impacts of surface water runoff such as the usage of pervious pavement in newly constructed shoulders and the construction of bio swales are being incorporated thoughout the project.

In addition to constructing new road continuing 196th to meet Novelty Hill, improvements along the existing portions of 196th Avenue NE include bicycle lanes and new shoulders. Novelty and Union Hill Roads will be widened to four lanes before and after the roundabouts.

b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

Novelty Hill Road is one of only three east-west connectors in northeastern King County. It experiences heavy congestion during morning and afternoon rush hours due to growth in and around the Redmond Ridge and Trilogy Urban Planned Developments (UPD's) and from commuters traveling from the Snoqualmie Valley and Southeastern Snohomish County. Between 1996 and 2001, this two lane road experienced a 48% increase in average daily traffic. On a daily basis, Novelty Hill Road experiences severe rush hour congestion delaying vanpool, carpool, and transit service.

Novelty Hill Road provides a critical connection with employment and service centers in Redmond, Bellevue, and Seattle. By creating an alternative route onto SR 520, congestion will be relieved from Avondale Road. Improving access to SR 520 will increase traffic flow, reduce emissions and improve the functionality of Redmond's and unincorporated King County's transportation system.

Modeling shows reductions in travel times from Trilogy Parkway NE to decrease by almost 11 percent for morning and 17 percent for evening drivers. Peak travel times along NE Novelty Hill Road to Avondale Road NE to SR 520 would be reduced by more than 23 percent in the morning and by almost 12 percent in the evening. The current ADT on this road is 21,000.

6 **Project location:** NE Novelty Hill Road, 196th Ave. NE, and NE Union Hill Road

a. County(ies) in which project is located: King

Answer the following questions if applicable:

b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):
The intersection of NE Novelty Hill Road and 195th Ave. NE.

c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):
The intersection of NE Union Hill Road and 192nd Ave. NE.

7 **Map:** 1. Include a legible 8½" x 11" project map with the completed application form.
2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").

Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.

8 **Federal functional classification code** (Please select only one code using the table below)

For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.

Important: A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

Examples of exceptions:

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

9.

Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)	**Urban Functional Classifications "Over 5,000 population"** (Inside federal-aid urbanized and federal-aid urban areas)
☐ **00** Exception	☐ **00** Exception
☐ **01** Principal Arterial - Interstate	☐ **11** Principal Arterial – Interstate
☐ **02** Principal Arterial	☐ **12** Principal Arterial – Expressway
☐ **06** Minor Arterial	☒ **14** Principal Arterial
☐ **07** Major Collector	☒ **16** Minor Arterial
☐ **08** Minor Collector	☒ **17** Collector
☐ **09** Local Access	☐ **19** Local Access
☐ **21** Proposed Principal Arterial – Interstate	☐ **31** Proposed Principal Arterial – Interstate
☐ **22** Proposed Principal Arterial	☐ **32** Proposed Principal Arterial – Expressway
☐ **26** Proposed Minor Arterial	☐ **34** Proposed Principal Arterial
☐ **27** Proposed Major Collector	☐ **36** Proposed Minor Arterial
☐ **28** Proposed Minor Collector	☐ **37** Proposed Collector
☐ **29** Proposed Local Access	☐ **39** Proposed Local Access

COUNTYWIDE PROJECT EVALUATION

***Important:* Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2009 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.**

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

☐ Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).

☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).

☒ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at http://www.prosperitypartnership.org/clusters/index.htm. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected "Designated Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. Center Development. Please address the following:

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

12. Project's Benefit to the Center. Please address the following

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.

- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice[1] and/or areas experiencing high levels of unemployment or chronic underemployment).

13. Circulation within the Center. Please address the following.

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (question 14) if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Mobility and Accessibility. Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a "seamless" system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

[1] The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected "Corridors Serving Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Centers or Manufacturing/Industrial Center. Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

Novelty Hill Road provides a critical connection between the designated regional growth centers of Redmond and Overlake with the locally identified centers in northeastern King County. It also provides direct access for residents housed in the growing, Urban Planned Developments of Trilogy, Redmond Ridge and Redmond Ridge East with access to SR 520, the Cities of Redmond and Bellevue and beyond. Novelty Hill Road is one of the primary east-west access roads for commuters in the Cities of Duvall, Carnation and Southeast Snohomish County which are all experiencing high levels of growth. This project will improve access into downtown Redmond and to SR 520 by providing an alternative to the bottleneck and congestion on Avondale Road.

This project implements the goals of the Bear Creek Community Plan and the King County Comprehensive Plan. Novelty Hill Road designs support a variety of land use plans and policies and in particular both the City of Redmond and King County Comprehensive Plans in regards to the Bear Creek Subarea.

Non motorized improvements to Novelty Hill Road are considerable. The project will replace a two lane, 30-39 foot wide with a 4 lane, 38-60 foot wide road. Five foot wide bicycle lanes will be constructed on both sides of the road where none exist today. Eight foot wide sidewalks, separated by curbs from the roadway will be built where none exist today. Project improvements at the connection of 196th to Novelty Hill Road will improve commuter access to the Bear Creek Park and Ride. The Evans Creek bridge crossing creates capacity to accommodate a future trail crossing. Conditions for pedestrians, bicyclists and all non-motorized users travelling on this corridor will be improved.

The high tech industry is identified by the Puget Sound Regional Council's, 2005 Regional Economic Strategy as the information technology (IT) cluster. "The IT cluster in Puget Sound is not only large, employing 88,341, it is also very dynamic. We estimate IT cluster dynamism to be 6.5% based on our forecast for real U.S. output growth for the cluster's industries over the period 2003 to 2008. Within the IT cluster we identified four major industries: Computer and Electronic Manufacturing, Software, Computer and On-Line Services and Telecommunications." Microsoft is identified as the largest company in this cluster.

Novelty Hill Road provides many Microsoft employees and other information technology industry commuters travelling to and from work, recreation and retail centers.

Phase one improvements will create a new route to and from SR 520 to get people where they need to go quicker and faster. This alternative route will also divert traffic from the heavily congested Avondale Road.

16. **System Continuity.** Please address the following:
    - Serving Centers. Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.
    - Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
    - Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

    The Novelty Hill Road project will relieve congestion by providing an alternative route from rural northeastern King and Snohomish Counties local centers into urban employment and commercial centers. As one of only three east-west access roads from the Snoqualmie Valley, traffic delays for commuters and commercial freight delivery created by this narrow, two lane road – particularly where it intersects with Avondale Road toward SR520 – are severe.

    Between 1996 and 2001, average daily traffic experienced a 48% increase. Currently, 21,000 cars per day traverse this route. Improvements being constructed during this phase of the project at 196th Avenue NE, will divert traffic from the already congested Avondale Road NE offering commuters, freight and other travelers an alternative route into Redmond and onto SR520.

    Two roundabouts will be constructed: One at the intersection of Novelty Hill Road onto the newly constructed and missing portion of 196th Avenue NE and another where 196th NE intersects with Union Hill Road. The roundabout will raise the traffic grade from its current F level to an A level of service grade.

    Modeling estimates that without improvement, Novelty Hill and Avondale Roads will continue to operate at an E but will operate at a D level of service after completion of phase one. This is because cars will leave these roadways diverted onto the newly constructed alternative route.

    Pedestrian, bicyclist and equestrian access is considerably improved as lanes sidewalks and equestrian trails are being constructed where they currently do not exist. Preliminary design and capacity features have been conducted toward the travel demands of the future while respecting impacts to the physical environment of this heavily traveled route today.

17. **Long-term Benefit/Sustainability.** Please address the following:
    - Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
    - Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

    Improved and alternative access to SR520 will reduce traffic flows on the heavily congested Avondale and Novelty Hill Roads. Vehicular and freight capacity will be expanded while providing state-of-the-art drainage and water quality improvements. Cutting edge techniques such as the use of pervious pavement on the shoulders, bikeways and sidewalks and constructing bio-swales along the roadway that seek to mitigate road construction impacts are included. Other, larger mitigation-related wetland, drainage and hydrologic improvement projects are being done to improve environmental conditions in the Bear and Evans Creek basins.

Safety improvements to increase sightlines and visibility for drivers and non-motorized users are extensive. The last three years of King County accident data reported twelve accident incidents totaling over $5M. Using the Transportation Improvement Board (TIB) methodology, the benefits from improving sightlines and visability on these roads will amount to over $250,000 per year.

Four main hazards have been identified which the project will improve:
1) Substandard shoulder widths on 196th Avenue NE.
2) Substandard Evans Creek Bridge width of only 22 feet to be replaced by a new precast voided slab that is 71 feet wide.
3) Steep slopes and substandard shoulder width on Novelty Hill Road of only 4-6 feet will be widened to 8 feet with guardrail added on a portion of the project length.
4) Substandard vertical and horizontal curves on Novelty Hill Road will be improved on a 2,000 foot stretch where curves will be broadened.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. "no idling" signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

Novelty Hill Road is classified by the State of Washington's Freight and Goods Transportation System as a "T-2" facility meaning it carries between four and ten million tons of freight per year. Congestion along this route currently forces these high Co2 emitting diesel engines to slow or stop completely while waiting for traffic to ease.

Travel times and congestion between the urban planned developments and SR 520 would improve. This project creates an alternative access route to SR 520 reducing congestion and reliability on Avondale Road. It does this by diverting traffic to an improved 196th Avenue NE Road. By using this new access route to SR 520, modeled travel times from Trilogy Parkway NE improve substantially with reduced travel times of almost 11 percent for morning and 17 percent for evening drivers. Peak travel times along NE Novelty Hill Road to Avondale Road NE to SR 520 would be reduced by more than 23 percent in the morning and by almost 12 percent in the evening.

Improvements to sidewalks, bike lanes and landscaping will encourage motorized users to consider an alternative method of transportation to and from their homes and places of employment. Narrow shoulders on this congested road will be replaced with sidewalks and a bike lane to encourage bicycle commuters and walkers.

There are considerable improvements to trail and recreational access including:

• Improved access to area trails such as: Bear & Evans Creek Trail and Greenway at NE Union Hill Road, the Trilogy UPD trail and the Redmond Ridge regional trail crossings of Novelty Hill Road.

• Space would be included underneath the new bridge at Evans Creek on NE Union Hill road to allow the City of Redmond an extension of the Bear & Evans Creek Trail and Greenway. Once extended, trail users could either cross under the roadway or at the new roundabout at 196th Avenue NE and NE Union Hill Road.

• Safer parking and increased access to the Redmond Ridge Trail System, Bear & Evans Creek Trail, the Perrigo Community Park, Redmond Watershed Preserve, and Arthur Johnson Park would be created.

E. Project Readiness/Financial Plan (10 Points)

Introduction: **Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:**

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:
Already completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
Not yet completed - Section 106 Concurrence.
Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Already completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right-of-way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right-of-way Certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.
Not needed - WSDOT Certification Audit of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

Plans are 70% completed for this project. Most permits have been submitted. This project is preparing to begin construction in 2010.

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.

- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Countywide Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Phase I - Construction	09/30/10	STP	$5,000,000
			$
			$
	Totals:		$5,000,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
PE / Right of Way / Construction	01/01/2009	King County	$61,000,000
PE/ Right of Way / Construction	01/01/2009	KC Payment Mitigation System	$2,600,000
PE/Right of Way/Construction	02/01/2009	DOE Grant	$1,000,000
PE	10/24/06	STP	$717,000
			$
		TOTAL:	$65,317,000

*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
			$
			$
			$
			$
		TOTAL:	

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		**Scheduled Completion of Phases**	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	$	Planning:	
Preliminary Engineering/Design:	$20,317,000	Preliminary Engineering/Design:	08/31/2009
Right of Way:	$9,000,000	Right of Way:	10/31/2009
Construction:	$41,000,000	Construction:	09/30/2012
Other (Specify) :	$	Other (specify) :	
Total Project Cost:	$70,317,000	Estimated date of completion (i.e. open for use)	09/30/2012

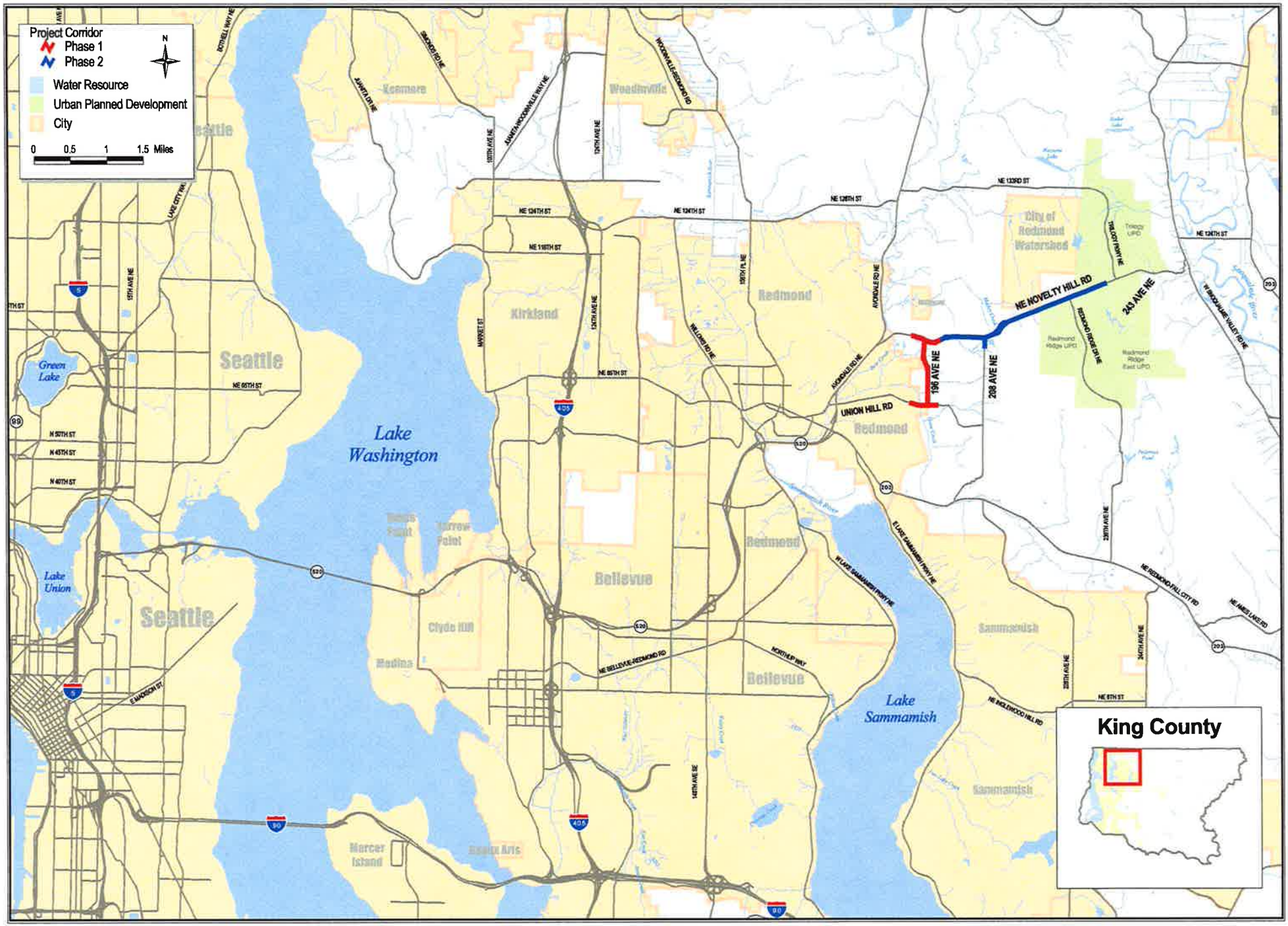
E. Identify the project phases (PE, ROW, CN, etc.) that will be <u>fully completed</u> if requested funding is obtained:

PE, ROW, CN

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

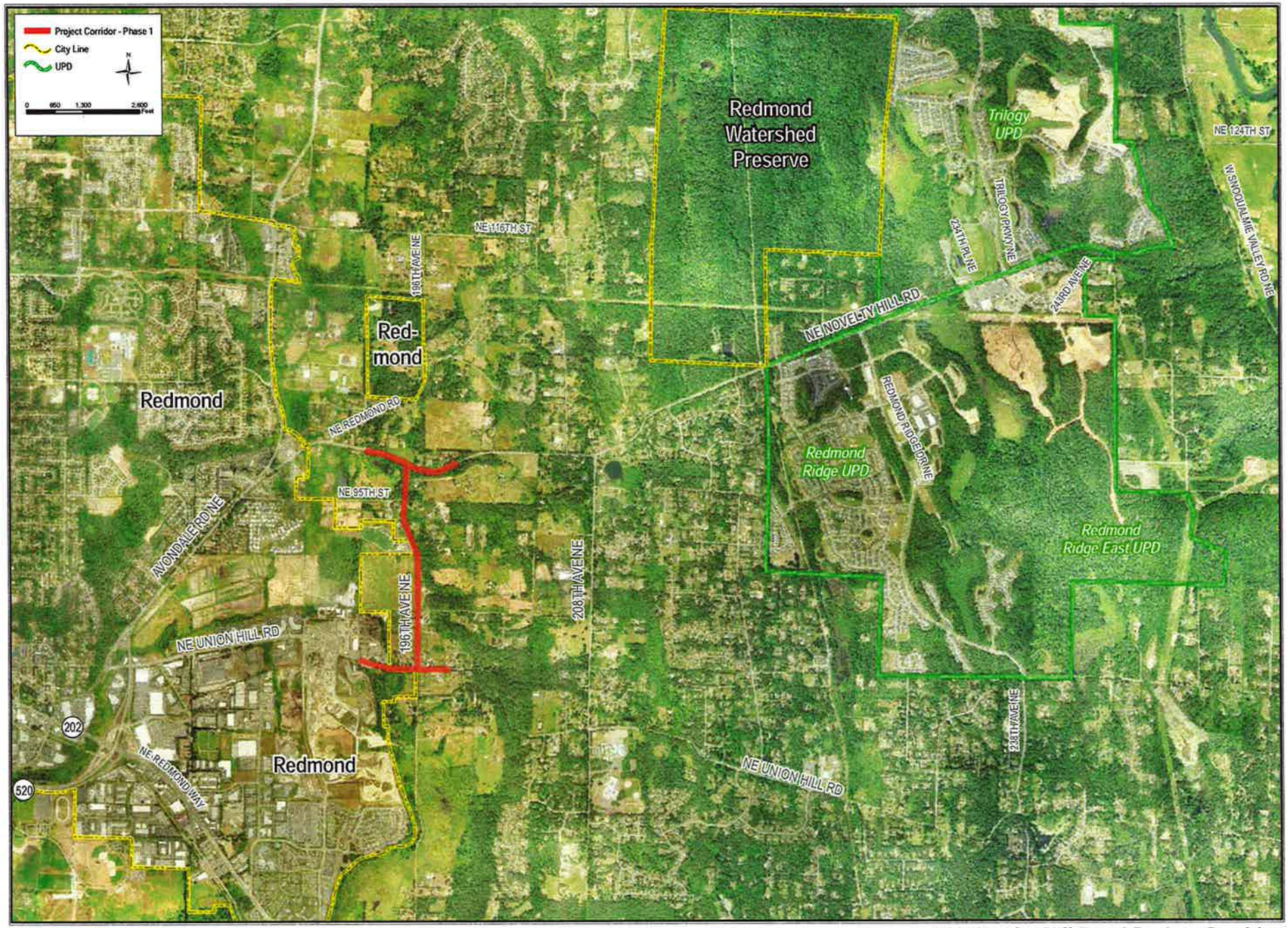
F. Other Considerations (No Points)

21. Please describe any <u>additional</u> aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.



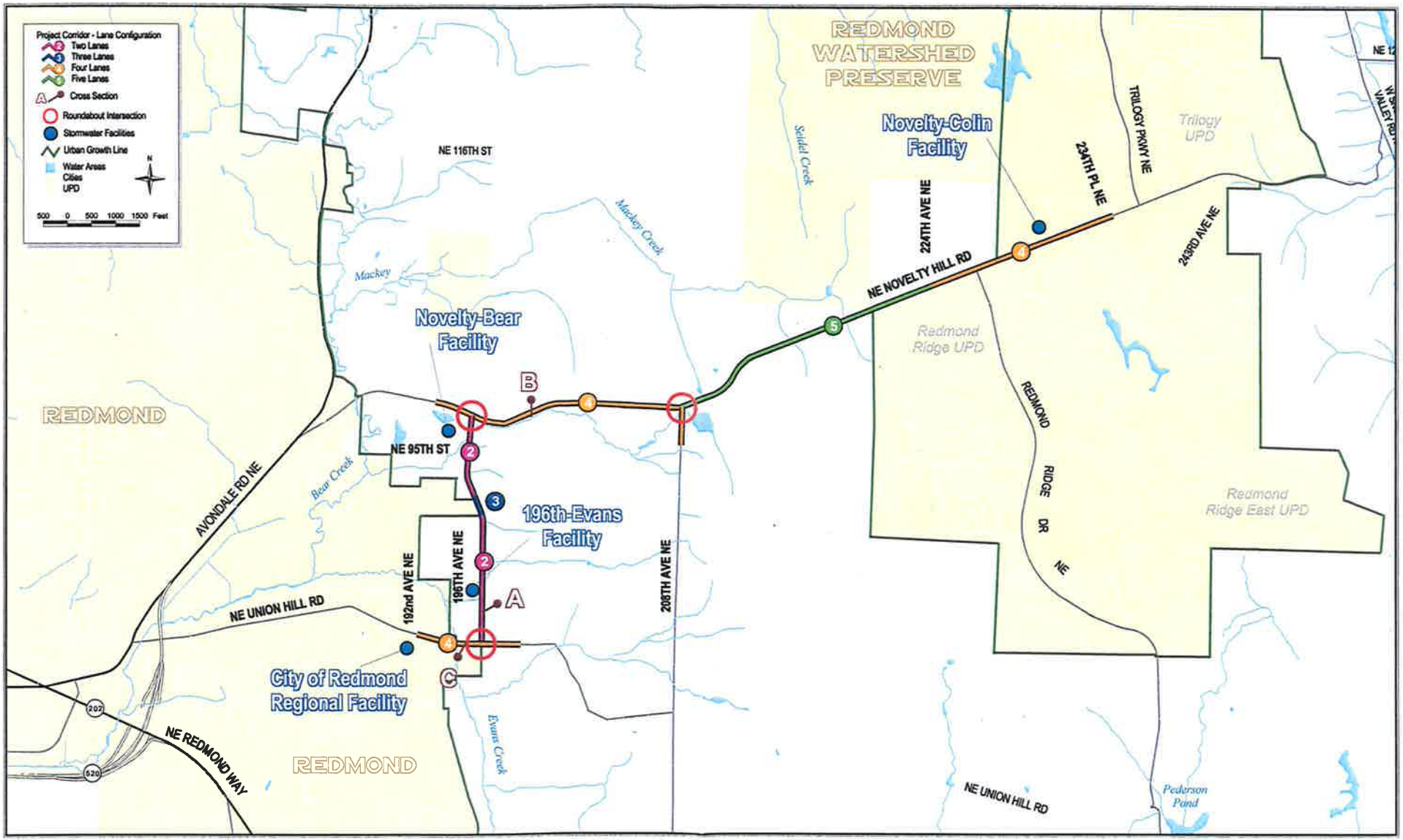
King County

NE Novelty Hill Road Project Vicinity



King County

NE Novelty Hill Road Project Corridor



Project Corridor Configuration

Figure 2-4